

TO THE NORTH POLE



By the aid of that most marvelous modern invention Walter Wellman, Washington correspondent of the Chicago Record-Herald and noted arctic explorer, is making a third attempt to reach the north pole. Of the countless number of attempts to conquer the elements of the far north few, if any, have ever excited the interest of this expedition of Mr. Wellman and his chosen companions.

It is this thing of going about it in a new way that lifts the Wellman expedition to a plane high above all previous efforts in point of interest that places it in a class by itself. The devices fixed upon by Mr. Wellman were selected because they were the latest offerings science has made which were available for the purposes of the expedition.

The two expeditions made by Mr. Wellman, one in 1894 and the other in 1897-98, like those of all other explorers, were made on the theory that

breaks down at times and becomes utterly useless, but the proportion of efficiency is great enough to make automobile construction one of the big industries of the country. The Wellman airship holds the same relation to the possible high-speed airship of the future as the automobile in its present stage of development does to the possible non-breakable automobile of the future. It is possible that the preliminary flights or trials at Dane's Island may indicate weaknesses or faults; but if such is the case the facilities at the base for remedying them are all-sufficient. The airship that starts to the pole will be a well-laden, easily managed ship of the requisite speed when the start is made. If it develops untractable traits after that it will be because conditions arise which cannot be foreseen or because machinery breaks down, a contingency which arises whenever machinery is used.

Mr. Wellman's Own Views.

It is interesting to note that in the gossip discussions of the venture by men who pretend to know nothing of aeronautics nor the polar regions, the two objections most often urged are the two which caused Mr. Wellman and his associates in the construction and outfitting of the ship the most perplexity. The manner in which he proposes to overcome one of these dangers—that from fast, adverse winds—has been explained by Mr. Wellman, thus:

"We have already explained how we hope to make progress with our airship by means of our motors and screws when the winds are favorable in direction, and also when they are unfavorable, but not of too great velocity. What are we going to do when they blow adversely and also too strongly to permit us to advance with the motors?"

"This brings us to one of the fundamental features of the method which we have adopted. It is this:

"1. With favorable winds or unfavorable winds of relatively small velocities—motor at a proper speed of from ten to 17 geographical miles per hour, with 12 miles per hour as perhaps the mean speed.

"2. With unfavorable winds of high-

What the Car Will Carry.

Suspended from the bag is the car, or basket, which contains the motors, gasoline supply, cabins for the explorers, motor sledges, scientific apparatus

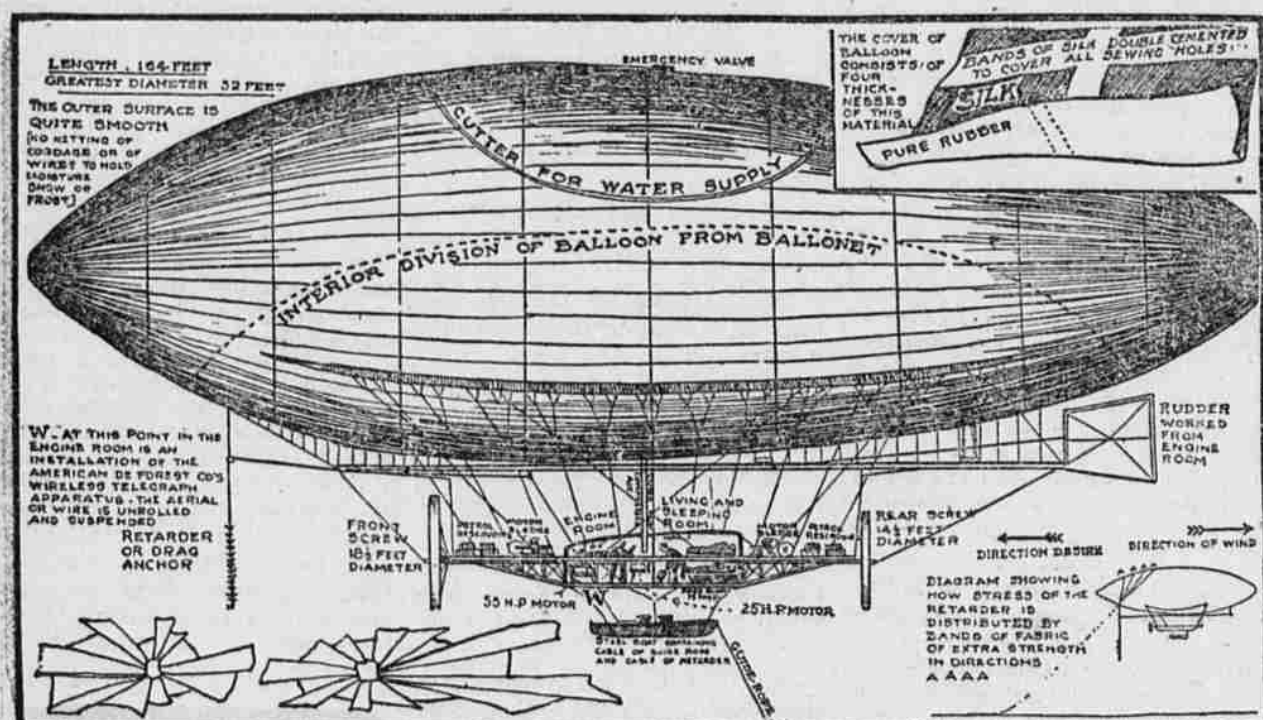


Diagram of the Wellman air ship. Showing the equipment of the expedition, and how it is arranged in the car, and showing a section of the material of the ship.

the pole could be reached by sledges drawn by dogs. The first of these expeditions was made from Spitzbergen and the second from Franz Joseph Land. The same obstacles encountered by other explorers were met by Mr. Wellman, and the trials were futile, except in that they furnished the explorer with a comprehensive knowledge of conditions both atmospheric and by land and water. It was this fund of information that suggested the methods to be employed in the forthcoming effort.

From an easily reached base of operations in northern Spitzbergen, latitude 80 degrees 50 minutes, the distance to the mathematical pole is but 550 miles, making the flight there and return 1,100 geographical miles. Calculating the distance at 1,200 miles, there would be required but 100 hours of airship motoring at the rate of 12 miles an hour. Santos-Dumont repeatedly had made 19 to 23 miles an hour with small airships equipped with correspondingly small motors. The Lebaudy ship had made 25 miles an hour, and its average speed through a long series of flights had been above 20 miles an hour. Under all conditions in which airship flights have been made a speed of from 12 to 15 miles an hour has been easily obtainable.

Description of Ship.

A general description of the airship is as follows:

In length it is 164 feet. Its greatest diameter is 52 feet. The materials of which the bag is made are pure rubber and silk, with the top of the bag a perfectly smooth surface, which will not accumulate frost, snow or sleet, and thereby decrease the ascensional power. By a simple device provision has been made for the removal of snow from the top of the ship.

The propelling power of the airship lies in three motors, of the inner combustion type and using gasoline for fuel. The combined horsepower of the motors is 100, although the contract called for only 75. The largest motor is 70 horsepower, and in calm air provides a speed of from 12 to 14 miles an hour. With all motors working, the ship will be driven 19 miles an hour in calms.

The surface of the bag measures 21,098 square feet, and the volume is 224,225 cubic feet. The hydrogen with which the bag is inflated is made of

and food supply. This last item weighs 800 pounds and is contained in a chest containing 16 cubic feet. When it is stated that this supply is sufficient to nourish five men for 75 days some idea of the great economy of space being practiced may be gained. Of course, the disposition of the weight in the car is such as to insure perfect balance under normal conditions. The gasoline reservoirs are four in number, two at each extreme end of the car. In the engine-room is placed, besides the motors, the wireless telegraph apparatus. The car is 52 feet long by six feet by eight feet in its other dimensions. Its construction represents the maximum of strength and the minimum of weight, being entirely of steel tubing.

The power from the motors is transmitted to a shaft at either end of which is a screw propeller with broad blades, which offer the greatest efficiency. The forward screw is 18 1/2 feet in diameter and the rear screw four feet less in diameter. There is but one rudder, which is above the car and below the rear end of the bag. This rudder is operated from the engine-room with a simple steering apparatus.

Below the car there is suspended a steel lifeboat, nonsinkable and noncapable, but of very light weight. This boat represents the precaution against the chance of the destruction of the ship or its sinking into open water. Into it are packed when not in use the cables for the guide rope and the retarder, two of the most important attachments of the airship.

In the construction of both bag and car the utmost care has been exercised and only the highest possible quality of materials used. A rigid system of material inspection was maintained to reduce to the minimum the chances of flawed materials inadvertently being used.

Such, in brief, is the airship in which will be made the most remarkable journey in history. It represents the highest degree of skill known to the mechanical work. No principle in the construction of the ship itself or of its propelling appliances has been followed which has not been proved to be sound and thoroughly practicable. The monster bag and its attachments do not stand for a theory any more than does the automobile that skims the boulevards. The automobile

or velocities—stop the motors and throw out upon the ice sheet over which we are sailing a dragging anchor or retarder—a device calculated to offer the maximum of resistance in proportion to its weight—and by this means to drift slowly with the adverse wind.

"Assuming that this method works out as well in practice as in theory—and there are many reasons for believing that it will do so to at least a fair degree—we have then this principle:

"1. That the winds that blow with our course, directly or obliquely, add their movements to the advance which we expect to make with our motors and help us so much on our way.

"2. But contrary winds of velocities greater than our motor speed, or so great that motoring against them would be an uneconomical use of fuel are not losses to be deducted at full value from the progress of the airship, because the influence of such winds is largely neutralized by the action of the dragging anchor or retarder.

"In other words, all of the value of favorable winds is placed on the credit side of our ledger or log, while only a part of the value of the unfavorable winds has to be written down on the debit side.

"And the significance of this, in the last analysis, is that it will require a most extraordinary combination of circumstances to prevent us getting more help than hindrance from the winds."

The expedition is distinctly American, for all the mechanical aid that foreign countries have given in the preparations, and for the deep interest they are taking in the project. It is an American newspaper, to whom credit is due for the bold and intelligent conception. It is typically American that all of science and the arts that other nations had to offer has been marshaled under the American flag for the aerial journey into the unknown north. The giant airship has been christened "America," and if the next few weeks shall demonstrate that the plans of Mr. Wellman were well founded and the explorer shall sail triumphantly to the pole, the first act will be the dropping of the American Stars and Stripes over the spot which has lured nearly a thousand brave men to their deaths.

RECEIVER FOR ZION

BIG ESTATE PLACED IN HANDS OF JOHN C. HATELY.

VOLIVA TRANSFER VOID

Court Holds Dowie Was Without Power to Turn Over City to Leader of Revolt—To Elect New Overseer.

Chicago.—John Alexander Dowie, months ago repudiated by his followers as their spiritual leader, Friday was declared legally to have no personal or private claim to the vast Zion estate. Wilbur Glenn Voliva, present overseer and leader of the revolt against Dowie, was held also to have no legal hold on the property. Judge K. M. Landis of the United States district court, in deciding the famous controversy, placed the whole property in the hands of John C. Hateley as receiver pending entry of a final decree and designation of a permanent trustee. He ordered also an election by the people of Zion the third Tuesday of September as to who shall rule them spiritually.

Long before the hour set for the announcement of the court's ruling Overseer Wilbur Glenn Voliva and all the leaders who assisted in the overthrow of Dowie and many of his followers were in court, as were also the loyal supporters of Dowie. Broken in health and spirit, the hoary-headed founder of Zion was too weak to leave Shiloh House at Zion City, and received the first news of his defeat by telephone.

The Ruling in Brief.

Following are the important points in Judge Landis' decision:

Lands, industries and all property in Zion held to constitute a trust estate in which John Alexander Dowie can claim no individual proprietorship.

The conveyance by Voliva under power of attorney from Dowie of the Zion property to Granger declared to be "mere waste paper."

An election ordered for the third Tuesday in September, at which all members of the church living in Zion City since January, 1905, may vote for ecclesiastical leader of the church. If there be more than one candidate the tabernacle to be used alternately for campaign purposes.

Publication of Leaves of Healing to be suspended until after the election except for one issue, which is to contain the full decision of Judge Landis. In due course the court is to make provision for Dowie because of his services in organizing and developing the estate.

Judge Landis' sweeping decision sets at rest the controversy growing out of the action of Overseer Voliva in transferring the properties of Zion from John Alexander Dowie to Granger. Millions are involved, and all Zion, throughout the world, has anxiously awaited the decision.

Dowie Will Appeal.

Chicago.—John Alexander Dowie will appeal from the decision of Judge Landis of the federal court declaring Zion City a trust estate and holding that the deposed first apostle has no individual proprietorship in the estate.

ROOSEVELT IS OUT OF THE RACE

President Will Not Accept Republican Nomination for Third Term.

Peoria, Ill.—A positive announcement from President Roosevelt that he will not be a candidate for the third term was made Monday in a letter addressed to Mrs. L. A. Kinney, of Peoria, by Secretary William Loeb for President Roosevelt. The text of the letter follows:

"Oyster Bay, N. Y., July 26.—Dear Madam: Your letter of recent date has been received and I thank you in the president's behalf for calling attention to the enclosed clipping. I would say, however, that the president has nothing to add to the statement issued on the night of the election in 1904. His decision as announced at that time is irrevocable."

This expression from President Roosevelt was called forth by an editorial in the Peoria Herald-Transcript which was called to the attention of the president through Mrs. Kinney, wife of a prominent Peoria politician. The editorial was in the form of an appeal to the president to accept the third term.

FORCED TO GIVE UP BY POVERTY

Former Mayor of Paterson, N. J., Surrenders to Jail Warden.

Paterson, N. J.—William H. Belcher, former mayor of this city, returned to Paterson Monday and surrendered to David Morris, night warden of the county jail. Belcher was forced by poverty to give himself up. He had been in New York for several days. He said he had no means with which to make restitution of the funds he is alleged to have obtained before he fled from the city, and would answer the charges against him.

Death of Old Soldier.

Niles, Mich.—Harry Mitchell, aged 70, an old soldier and one of "Buffalo Bill's" scouts when fighting for the government, was found dead in bed Monday morning at his home near Berrien Center.

Federal Attorney Resigns.

Washington.—Assistant United States District Attorney S. Babby Smith has tendered his resignation of the office. He has been succeeded by James M. Proctor of the district attorney's office.

OHIO NEWS.

Happenings in the Buckeye State.

MAY HAVE BEEN MURDER.

Body of Dead Man Found in Field Near Leavittsburg.

Warren, O.—The headless body of a man was found in a berry patch near Leavittsburg, Thursday, and in a hayfield near by the head was discovered, both in a bad state of decomposition. Murder is apparent, but mystery shrouds the circumstances, and the identity of the possible murderer. In the pockets were found letters showing that the man was Albert Kennedy, of Ellis, Mo. He had recently been living at Mantua, where a brother now resides.

Kennedy is known to have had \$300 just before his death. He went west a few weeks ago to sell his farm and he intended to bring his daughter back to Ohio with him. If his daughter accompanied him she has disappeared.

Kennedy was a temperate, quiet man of about 50. His unclaimed baggage, checked through from Chicago, has been held at the Mantua station for two weeks.

Will Attend Several Functions.

Columbus, O.—Gov. Harris will be absent from the state from Thursday until Monday. He goes to Fremont on Thursday to attend the funeral at the reinterment of Maj. Croghan. His military staff will accompany him and he will meet Vice President Fairbanks there. Both the governor and the vice president will make addresses Thursday evening. The party will be entertained by Webb C. Hayes at the old home of President Hayes. Friday the governor goes to the legislative reunion at Cedar Point, where he speaks at the smoker. Saturday he attends the Erie county farmers' picnic, and will then go to his home at Eaton to spend Sunday.

A Mystery Solved.

Home City, O.—While repairing the foundation of the Gradel drug store workmen unearthed the skeleton of a man. To the old residents the finding of the skeleton solves the mystery of the disappearance of Michael Winona, a foreigner, 68 years ago. Winona, one night after gambling with three strangers in a shanty on the river bank, disappeared and was never seen again. The building in which the skeleton was found was just being erected at the time, and it is supposed that the body was walled up in the foundation after Winona had been murdered.

Railroad Detective Shot.

Toledo, O.—John Leke died at St. Vincent's hospital Monday morning as the result of a bullet fired into his brain Sunday night by Albert Jagalski. The dead man was employed as a detective by the Lake Shore. Albert Jagalski and his brother, Stephen, are under arrest. The two brothers say the shooting was done in self-defense. They said that they were at the corner of Hamilton street and Junction avenue when Leke came up and in a threatening manner ordered them to buy a drink. Albert drew his revolver and shot the detective.

No Sunday Tennis.

Elyria, O.—Prosecutor Stevens has notified the members of the Elyria Country club that they must cease playing golf and tennis on Sunday. If they play next Sunday they will be arrested. Sunday ball playing has been stopped at Elyria, and the ball players remonstrated, saying that they had as much right to engage in sport as the members of the club. Prosecutor Stevens wishes to have a test case brought up.

Settled the Suit.

Cleveland, O.—The King Bridge Co. has settled for \$35,000 the suit brought in the Cuyahoga county common pleas court by Prosecutor Stroup, of Lorain county, who claimed that the county paid \$72,500 too much for the bridge across Black river in Lorain, as a result of the bridge trust. The King company got the contract in 1898 for \$145,000, and Stroup sued for the recovery of one-half of that amount.

Old Salary Holds.

Columbus, O.—Attorney General Ellis rendered an opinion on Friday morning on what salary Gov. Harris is to draw. He holds that the increase to \$10,000, authorized by the legislature, does not go into effect until after the term for which Gov. Pattison was elected. Gov. Harris is simply filling out Gov. Pattison's unexpired term, and therefore his salary will be but \$8,000 a year.

Examination of Water Supply.

Columbus, O.—The state board of health has organized its force for the examination of the water supply of the various cities of the state and the work is well under way.

Murder and Suicide.

Greenville, O.—On Tuesday, as a result of a divorce suit growing out of quarrels over the wife's children by a former marriage, Samuel Demond, aged 37 years, shot and killed his wife, aged 35 years. He then shot himself with the same revolver, dying soon afterwards.

Postoffice Robbed.

Greenfield, O.—The postoffice at this place was robbed Monday night of stamps and cash amounting to \$5,000. There is no clue to the robbers.

LIKE EDGE OF THE WORLD

Unalaska, in the Alaskan Islands, a Desolate Spot—Where White Men May Not Land.

Unalaska resembles other northern stations, having warehouses, docks, the inevitable Greek church and a score of wooden cabins. Whalers leave here for the Arctic regions.

Dutch Harbor is a station for our revenue fleet. There is much coming and going of ships of all nations; there are quite a formidable fleet, and only two ships out of twelve carry colors of the same country.

Just before entering the harbor one notices a detached rock high against the side of the cliff. It bears a striking resemblance to a Russian priest in full robes. Touched by the sunset light, he seemed to stand blessing the harbor.

Sailing north out into Behring sea, one looks back at the desolate, silent, treeless islands, which seem to wall the edge of the world. Hundreds of miles west they run toward Vladivostok.

Two hundred and forty miles north of Unalaska are the Pribilof islands; not large, but the greatest seal islands in the world. There are many fur seals around the shores of Behring sea and the Aleutian islands, but the great mass of them are bred on the Pribilof group. No white man is permitted to land on these breeding grounds without a permit, signed by the secretary of the treasury of the United States.—Outdoor Life.

FOUR YEARS OF AGONY.

Whole Foot Nothing But Proud Flesh—Had to Use Cuticura Remedies the Best on Earth.

"In the year 1899 the side of my right foot was cut off from the little toe down to the heel, and the physician who had charge of me was trying to sew up the side of my foot, but with no success. At last my whole foot and way up above my calf was nothing but proud flesh. I suffered untold agonies for four years, and tried different physicians and all kinds of ointments. I could walk only with crutches. In two weeks afterwards I saw a change in my limb. Then I began using Cuticura Soap and Ointment often during the day, and kept it up for seven months, when my limb was healed up just the same as if I never had trouble. It is eight months now since I stopped using Cuticura Remedies, the best on God's earth. I am working at the present day after five years of suffering. The cost of Cuticura Ointment and Soap was only \$6, but the doctors' bills were more like \$600. John M. Lloyd, 718 S. Arch Ave., Alliance, Ohio, June 27, 1905."

Iodine a Cure for Snake Bite.

For a sure cure for snake bite, take about seven drops of iodine, scarify and bathe the wound also with iodine. This remedy was first used by a medical officer in British service in India. It has cured both man and a number of animals; it never fails; it is really wonderful in its effects.

One instance I will relate. A young man working for me in the harvest field was bitten by a very large rattlesnake on one of his large toes. I gave him about seven drops of tincture of iodine on a little sugar, and to make doubly sure repeated the dose an hour later. His foot swelled, but next morning he was all right. I have had animals whose bodies have swelled considerably, but all have recovered from the bite.—Topeka Capital.

"Cruising for Salvage."

One man in New York says he makes a good living by what he calls cruising for salvage. He goes about in an automobile and follows novices trying to operate recently purchased machines. If the machines break down or stop he comes up in time to offer his services as a tug or to offer about half the value of the machine if the owner is so disgusted that he wishes to sell.

There is a time in every man's life when he realizes what a chump he once was.



SICK HEADACHE

Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Headache, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They regulate the Bowels. Purely Vegetable.

SMALL PILL. SMALL DOSE. SMALL PRICE.

CARTER'S LITTLE LIVER PILLS. Genuine Must Bear Fac-Simile Signature. REFUSE SUBSTITUTES.